

MARYLAND—MERCHANTS OF BALTIMORE.

MEMORIAL

OF SUNDRY

MERCHANTS AND SHIP OWNERS OF BALTIMORE,

Praying that Congress may revise the Duty upon Common and Fossil Salt.

JANUARY 21, 1833.

Referred to the Committee of the Whole House on bill No. 641.

To the honorable the Senate and House of Representatives in Congress assembled:

The memorial of the subscribers, merchants and ship owners of the city of Baltimore,

RESPECTFULLY REPRESENTS:

That your memorialists are extensively concerned in navigation, and feel a deep interest in all the measures of Government relating to it. They respectfully represent, that the course of trade for ships employed in the transportation of cotton, tobacco, and other staple articles that require a large tonnage, has been to return from the European port of delivery with a ballast of salt; which, being an article of indispensable necessity, has usually met a ready sale, and afforded a moderate freight. This consideration has tended to reduce the outward freight, and the two-fold interests of agriculture and commerce have been benefitted.

Your memorialists beg leave to observe that a new state of things has arisen, which interferes with this regular course of trade, and threatens to render the homeward voyage of ships, so employed, unprofitable, if not a losing concern.

British ships employed in the timber trade between Great Britain and the North American colonies, have become carriers of the mineral or fossil salt from Liverpool to Eastport and Pembroke, at a very cheap rate of freight, as it does not materially prolong their voyage, and saves the expense of taking in ballast.

The mineral, thus obtained, is converted into common salt at a small expense; which enables the manufacturer to undersell the importer of that

article from Liverpool, owing, principally, to the great difference of duty imposed. The duty on common salt is 10 cents per bushel of 56 lb. The duty on rock or mineral salt is 15 per cent. ad valorem, not quite equal to one cent per bushel. The Liverpool manufactured salt cannot be delivered at a port in the United States for less than 35 cents per bushel, duties and all charges paid. (See statement annexed.)

The Eastport and Pembroke manufactured article, we believe, can be produced, all charges paid, at about 20 cents per bushel. The difference is so great as to amount almost to a prohibition to importation in the usual way. It impairs, if not destroys, an important branch of trade, which, heretofore, has been deemed worthy of the patronage and protection of your honorable body, in whom rests the exclusive right of regulating commerce; and this injury to the American ship owner, operates as a benefit to foreign shipping, and must, in the end, throw the whole carrying of that article into their hands, to the great injury of American shipping; which is not the least aggravating part of the complaint of your memorialists.

Better would it be that the duty on both descriptions of salt was abolished, when the American could enter into competition, on equal terms, with the foreigner; or, if this measure does not accord with the policy of the Government, your memorialists would recommend, and solicit, a reduction of the duty on imported salt, and an augmentation of the duty on the mineral or raw material, as the wisdom of your honorable body may decide to be most proper.

And your memorialists will pray, &c.

BALTIMORE, 15th January, 1833.

Statement of cost and charges on 157 tons common salt imported into Baltimore from Liverpool, viz.

157 tons common at 12s.	-	£94	4	0			
Discount $7\frac{1}{2}$ per cent.	-	7	1	4			
			87	2	8		
Dock and town dues	-	-	6	0	1		
River freight, 157 tons at 3s.	-	-	23	11	0		
				116	13	9	
Commission $2\frac{1}{2}$ per cent.	-	-	-	2	18	4	
					£119	12	1
At $9\frac{1}{2}$ per cent premium	-	-	-	-	\$582	07	
Freight from Liverpool to Baltimore, 157 tons, at 15s.							
per ton, and 5 per cent. primage, £123 12 9, at par					549	50	
Insurance on £119 12 1 sterling, at $1\frac{1}{2}$ per cent	-				7	97	
Duty on 157 tons, viz.							
Custom-house measure, 4833 bushels of 66 lbs., equal							
to 5696 bushels of 56 lbs., at 10 cents	-				569	60	
						\$1,709	14

If 4833 measured bushels cost \$1,709 14, one bushel will cost $35\frac{60}{100}$ cents.

The above 157 tons common salt cost, at the manufactory in Liverpool. £87 2 8, or, at the exchange of $9\frac{1}{2}$ per cent. premium, £95 8 2 $\frac{1}{2}$ sterling, It measured in the United States 4833 bushels; and it therefore follows, that the actual price paid to the manufacturer, (clear of all after charges in Liverpool) is 4 $\frac{1}{2}$ d, sterling, per bushel, or 8 $\frac{77}{100}$ ¢. Adding the charges at Liverpool, freight, insurance, and duty, at 10 cents per 56 lbs., it costs in Baltimore 35 $\frac{6}{100}$ cents.

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